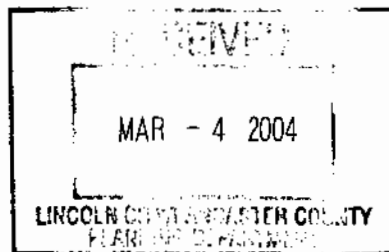


March 3, 2004

Mr. Stephen Hendrichsen  
Lincoln-Lancaster Co. Planning  
555 So. 10th  
Lincoln, NE 68508



Subject: 2004 Comprehensive Plan Annual Review  
Proposed Amendments

Mr. Hendrichsen:

We have reviewed the proposed amendments per your February 5 memo and have comments on a few.

**#04013**

The entire area is within the Airport Environs Noise District and so will require avigation easements for any development. The western portion of the area, proposed to change from light industrial and commercial to urban residential, is within the current 65 LDN noise contour, will be within the new 60 LDN and will require building standards. The western edge of the area is within approximately 1,000' of the extended centerline of runway 17, placing it very close to our primary approach path from the north.

We would recommend at the least that the development along the western edge of the property and closest to our extended centerline, remain a land use compatible with the potential noise and visual appearance of low flying aircraft.

Finally, given the nature of aircraft flying in and around the vicinity of the airport, and the fact that this area will be within a noise contour, we would strongly suggest the inclusion of informational signage advising that the area is within the District.

**#04014**

The area of this proposed development is within an area proposed by our recently completed noise study to be added to our Airport Environs Noise District.

This will require avigation easements for all development within the area. Also given the nature of aircraft flying in and around the vicinity of the airport, we would strongly suggest the inclusion of informational signage advising that the area is within the District.

Mr. Stephen Hendrichsen

March 3, 2004

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#04016

This area proposed for study is located northwest of the airport, the majority of it on the extended centerline to our crosswind runway, Runway 14/32. Most, if not all, of this area is also within the Airport Environs Noise District and a portion of the area is within the proposed 60 LDN noise contour.

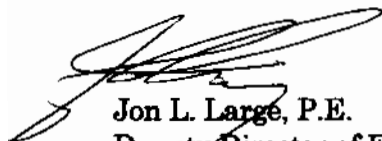
We would suggest consideration of compatible land uses in whatever development may be proposed for this area, given the noise generated by approaching and departing aircraft in this area, as well as the visual impact of the relatively low altitude of these particular operations.

Avigation easements would appear to be required for any development within the proposed area and again, given the proximity to the airport, we would strongly suggest informational signage indicating that the area is within the District.

If you have any questions concerning my comments, please feel free to give me a call.

Sincerely,

AIRPORT AUTHORITY



Jon L. Large, P.E.  
Deputy Director of Engineering

JLL/lb